

**GREATER LONDON AUTHORITY ACT 1999**  
**METROPOLITAN PUBLIC CARRIAGE ACT 1869**  
**LONDON CAB AND STAGE CARRIAGE ACT 1907**  
**LONDON CAB ACT 1968**

The London (Fixed Fares) Cab Order 2010

*Made* 18<sup>th</sup>  2010

*Coming into force* In accordance with Article 1

Whereas—

- (1) the London Cab Order 1934 (“the Principal Order”) makes provision for, amongst other matters, the fixing of the rates or fares to be paid for the hire of hackney carriages in Greater London;
- (2) Transport for London has made a number of orders varying the provisions of the Principal Order; and
- (3) it appears to Transport for London expedient that it should make an Order for the purpose of further varying the Principal Order:

Now, therefore, Transport for London, in exercise of the powers conferred on it by section 9 of the Metropolitan Public Carriage Act 1869 and section 1 of the London Cab and Stage Carriage Act 1907 and sections 1 and 2 of the London Cab Act 1968 and of all other powers enabling it in that behalf, and after consulting appropriate bodies appearing to it to represent the owners and drivers of motor cabs, hereby makes the following Order:—

**Citation and commencement**

1. This Order may be cited as The London (Fixed Fares) Cab Order 2010 and shall come into force on the day following the day on which it is made.

**Variation of the Principal Order**

2. Part VI of the Principal Order shall be further amended in accordance with the provisions of this Order.

**Paragraph 40A**

3. After paragraph 40, there shall be added—

**“40A. Fixed fare arrangements**

- (1) Schedule E to this Order, which specifies the circumstances under which the driver of a motor cab must charge a fixed fare for carrying one or more passengers to a single destination, shall have effect.
- (2) Paragraphs 39 and 40 shall not apply when the driver of a motor cab opts to carry passengers in accordance with the fixed fare arrangements set out in Schedule E to this Order.

**Schedule E**

4.—(1) After Schedule D, there shall be added the Schedule (Schedule E) set out in the Schedule to this Order.

Dated

*R. H. New*

2010

*Peter Hendy*

Peter Hendy, Commissioner

SCHEDULE E

Paragraph 40A

**FIXED FARE ARRANGEMENTS**

**Preliminary and interpretation**

1.—(1) In the circumstances specified in this Schedule, the driver of a motor cab must charge a fixed fare for carrying one or more passengers to a single destination.

(2) In this Schedule—

“Applicable Fare Zone” means, in respect of any proposed journey by motor cab under the fixed fare arrangements specified in this Schedule, the Fare Zone within which the passenger’s specified destination lies;

“Applicable Fixed Fare” means the fare payable in respect of any proposed journey by motor cab under the fixed fare arrangements specified in this Schedule, being the fare specified in column 3 of the table in Annex 2 to this Schedule that corresponds with the Applicable Fare Zone for that journey;

“Designated Rank” means a taxi rank referred to in the first column of the table in Annex 1 to this Schedule;

“Fare Zone” means any one of the fare zones referred to in the first column of the table in Annex 2 to this Schedule;

“Fare Zone Map” means a plan of Greater London showing the Fare Zones as may from time to time be publicised by TfL as being the Fare Zone Map for the purposes of this Schedule;

“Operative Date” means a date publicised by TfL as being a date on which fixed fare arrangements shall commence at a Designated Rank for the purposes of this Schedule;

“Operative Period” means a period which starts on an Operative Date and ends on such later date as may be publicised by TfL; and

“TfL” means Transport for London.

(3) The distances referred to in the second column of the table in Annex 2 to this Schedule are approximate.

**Application**

2.—(1) During an Operative Period, the provisions of this Schedule shall apply to motor cabs standing for hire or hired at a Designated Rank.

(2) During the hours of operation identified in the second column of the table in Annex 1 to this Schedule, any motor cab standing for hire at a Designated Rank must be hired for the carriage of passengers in accordance with the fixed fare arrangements specified in this Schedule.

**Fixed fare arrangements**

3. Where the driver of a motor cab has opted to carry a passenger in accordance with the fixed fare arrangements specified in this Schedule, the fare payable shall be the Applicable Fixed Fare for the proposed journey.

### **Seeking to hire a motor cab under fixed fare arrangements**

4.—(1) A person may only seek to hire a motor cab under a fixed fare arrangement in circumstances where:

- (a) that person's journey will commence at a Designated Rank during the hours of operation identified in the second column of the table in Annex 1 to this Schedule;
- (b) that person is travelling to a single destination without any intermediate stops; and
- (c) that destination is readily identifiable and lies within a Fare Zone.

### **Determination and payment of the Applicable Fixed Fare**

5.—(1) The Applicable Fixed Fare in respect of any journey must be determined, in accordance with the provisions of this paragraph, before the commencement of the journey from the Designated Rank.

(2) The Applicable Fixed Fare will be determined, having regard to a person's stated destination and, where necessary, after consulting the Fare Zone Map in order to determine the Applicable Fare Zone.

(3) If, after being informed of the Applicable Fixed Fare, a person decides to proceed to be carried as a passenger, the Applicable Fixed Fare must be paid in full before the commencement of the journey and once the journey has commenced, no refund of the Applicable Fixed Fare, in full or in part, will be payable under any circumstances.

(4) If, after being informed of the Applicable Fixed Fare, a person decides not to be carried as a passenger under the fixed fare arrangements specified in this Schedule, no fare or other charge shall be payable by that person.

### **Operation of the Taximeter**

6.—(1) When a motor cab is hired under the fixed fare arrangements specified in this Schedule, the driver of the motor cab shall not start the taximeter during the course of the passenger's journey except under the circumstances specified in paragraph 6(2) below.

(2) In the event that a passenger requests the driver of a motor cab, after the passenger's journey has commenced, to carry the passenger or, in the case of more than one passenger, at least one of them, to a different destination to that specified before the commencement of the journey, then the driver of the motor cab may agree to carry a passenger to the different destination and in doing so, may start the taximeter as soon as,

- (a) in the case of an additional destination, the original destination has been reached; or
- (b) in the case of an alternative destination, the driver of the motor cab and the passenger agree that the taximeter should be started

and, in each case, no sooner and the driver of the motor cab shall stop the taximeter no later than when the hiring is terminated or at such earlier time as the driver thinks fit.

(3) Nothing in paragraph 6(2) above shall oblige the driver of a motor cab to carry the passenger or passengers beyond the original destination specified before the commencement of the journey.

(4) Notwithstanding the provisions of paragraph 40A(2) of the Order, in any case where the driver of a motor cab starts the taximeter during the course of a journey which commenced on a fixed fare basis in accordance with paragraph 6(2) above, the fare payable for the remainder of the passenger's journey will be determined in accordance with the provisions of paragraph 40 of the Order and any fare payable shall be paid by the passenger to the driver of the motor cab at the termination of the passenger's journey and such fare shall be payable in addition to the Applicable Fixed Fare paid before the journey commenced.

### **Multiple Passengers**

7. Nothing in this Schedule shall prohibit the driver of a motor cab from carrying more than one passenger to a single destination in accordance with the fixed fare arrangements specified in this Schedule but the driver of a motor cab may not charge more than once for the same journey, and any reference within this Schedule to a passenger shall be construed as a reference to 'passengers' where the circumstances so require.

**DESIGNATED RANK AND HOURS OF OPERATION**

<b>Designated Rank</b>	<b>Hours of Operation</b>
Taxi rank at Coventry Street for four cabs on the north side of the carriageway, commencing 5.4 metres east of the north-eastern kerb line of Rupert Street, and continuing eastwards by the kerb for 24.1 metres together with any feeder ranks as may serve it from time to time or such other rank within the vicinity of Leicester Square, London, WC2 as may from time to time be publicised by TfL as being a Designated Rank for the purposes of this Schedule.	Between 22.00 hours and 24.00 hours on Fridays and Saturdays; and  Between 00.00 hours and 04.00 hours on Saturdays and Sundays  or such other hours of operation as may from time to time be publicised by TfL as being the Hours of Operation for the purposes of this Schedule.

**APPLICABLE FIXED FARES**

<i>Fare Zone</i>	<i>Distance measured in a straight line from Designated Rank</i>	<i>Applicable Fixed Fare</i>
1	Not farther than three miles	£20.00
2	In excess of three miles but not farther than seven miles	£30.00
3	In excess of seven miles but not farther than ten miles	£40.00
4	In excess of ten miles but not farther than twelve miles or the boundary of Greater London if reached first	£50.00

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